

Punctuality of trains

71. SHRI KHURSHED ALAM
KHAN:

SHRI R. NARASIMHA REDDY:
SHRI IBRAHIM KALANIYA:
SHRI BUDDHA PRIYA
MAURYA:

SHRI SHRIKANT VERMA:
SHRI SWAMI DINESH
CHANDRA:

SHRI BHAGATRAM MANHAR:
SHRI YOGENDRA MAKWANA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that of late the punctuality of trains has considerably deteriorated;

(b) if so, what are the reasons for this set-back in operating conditions; and

(c) what steps Government have taken to ensure punctual running of trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) An analysis has revealed that the punctuality performance of Mail/Express trains on different zonal railways during the period January to June, 1978 had been satisfactory upto the month of March, 78, when the punctuality percentage ranged between 88.8 and 94.6 on B.G. and 90.0 and 96.7 percent on M.G. Punctuality, performance was, however, affected adversely during the months of April and May, 78 on account of wide-spread alarm chain pulling, disconnection of hose pipes, miscreant activities, extreme summer heat, running of a large number of special trains for clearing summer rush, public/staff agitations, etc.

A special punctuality drive has been instituted on all the railways with effect from 1-6-78 and the running of trains is being watched closely, at all levels. Avoidable detentions are taken up immediately and remedial punitive action taken to improve the

running of trains. As a result of this drive, there has been an improvement in the punctuality of trains during the month of June, 1978, and it is expected that there will be further improvement during this month.

Reabsorption of traffic substitute and casual gangmen of Andal and Asansol regions

72. SHRI KALYAN ROY:
SHRI BHOLA PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government had received any representation dated the 9th July, 1977 from the President, Eastern Railway Workers' Union, regarding the failure of the Railway authorities to reabsorb a large number of traffic substitutes and casual gangmen of Andal and Asansol regions who were involved in legitimate trade union activity prior to the 1974 railway strike;

(b) if so, what are the details thereof;

(c) whether it is fact that 37 traffic substitutes and 4 casual gangmen of Andal lost their jobs and the names of 42 traffic substitutes and 40 casual workmen of Asansol were deleted from the list due to some agitation of the traffic staff in March 1974 and movement of casual workers in October, 1973 at Andal;

(d) how many of them have been reabsorbed and reinstated so far and when;

(e) how many of them are yet to be absorbed, what are their names and what are the reasons for delay in their absorption; and

(f) what steps Government have taken to reabsorb them without further delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) A letter dated 9-7-1977 was received